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ADMIRAL.



C.Y.C. OF N.Y.



FLEET CAPTAIN.

NIGHT SIGNAL



BURGESS
(MASTER'S CERTIFICATE)



BURGESS.



CORINTHIAN YACHT CLUB,
OF NEW YORK,

1892.

ORGANIZED 1886. INCORPORATED 1887.

PRESS OF E. F. WEEKS, 45 WILLIAM ST., N. Y.

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THE SECRETARY, EX-OFFICIO,

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MASTER'S CERTIFICATES,
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CLUB HOUSE AND ANCHORAGE:

TOMPKINSVILLE, - - STATEN ISLAND.

SECRETARY'S ADDRESS:

G. A. CORMACK, - - 62 Stone St.

MEASURER'S ADDRESS:

JOHN HYSLOP, - - 208 East 29th St.

Regulation Caps may be procured of KNOX, under Fifth Ave. Hotel.
Cap ornaments and Buttons may be obtained from the Secretary.

LIST OF YACHTS.

NAME.	OWNER.	PORT	RIG	KEEL, OR C. B.	L. W. L.	BEAM	DFT.
AIDA . . .	W. P. Douglas . . .	N. Y.	Steamer	Keel	90.	12.5	4.5
ALERT . . .	J. N. Luning . . .	"	Schooner	"	90.	23.6	13.6
AMELIA VICT'A . . .	Walter Lüttgen . . .	"	S. Launch	"	27.5	7.	2.5
BEDOUIN . . .	Archibald Rogers . . .	"	Cutter	"	70.1	15.8	12.
BONITA . . .	J. F. Greenough . . .	"	Yawl	"	18.	5.	3.5
CARO . . .	Wm. Boyce . . .	"	Cat	"	19.2	8.1	4.8
CIRCE . . .	S. Grosvenor Porter . . .	"	Cutter	"	30.8	6.2	5.8
CLARA . . .	Robert Osborn . . .	"	"	"	53.	9.	9.10
CONSTELLATION . . .	Bayard Thayer . . .	Boston	Schooner	C. B.	106.3	24.9	12.
CRUISER . . .	A. Bryan Alley . . .	N. Y.	Sloop	"	20.6	9.1	1.8
CYGNET . . .	J. B. Murray . . .	"	"	"	24.5	10.	3.1
CYNTHIA . . .	Geo. Work . . .	"	Cat	"	25.8	11.4	2.6
DELVYN . . .	M. Roosevelt Schuyler . . .	"	Cutter	Keel	33.6	5.4	6.8
DIANA . . .	J. C. Soley . . .	Boston	Schooner	C. B.	38.	12.	5.
DODGE . . .	E. M. Padelford . . .	N. Y.	Cat	Keel	12.	3.5	3.5
FLEUR-DE-LYS . . .	Geo. Trotter . . .	"	Schooner	"	86.	22.	13.
GALATEA . . .	Lieut. Wm. Henn . . .	Glasgow	Cutter	"	86.	15.	13.6
GANNET . . .	E. D. Morgan . . .	N. Y.	Yawl	"	26.5
GLORIANA . . .	E. D. Morgan . . .	"	Cutter	"	45.25	13.	10.7

LIST OF YACHTS—Continued.

NAME.	OWNER.	PORT	RIG	KEEL OR C. B.	L. W. L.	BEAM	DFT.
GUENN . . .	Edwin Winslow . . .	N. Y.	Sloop	C. B.	38.6	12.6	3.2
GUNHILDE . .	W. Gordon Deidrichsen . .	"	Cat	"	30.	12.5	4.
HARRIET . . .	Stanley Greacen . . .	"	Sloop	"	38.	14.	5.
HERMES . . .	Fred'k Roosevelt . . .	"	Catamaran	Keel	34.	. . .	2.5
HURON . . .	Wm. Butler Duncan . . .	"	Cutter	"	63.	15.9	10.6
IDLER . . .	J. F. Greenough . . .	"	Cat	C. B.	12.	4.	1.
INTREPID . .	Lloyd Phoenix . . .	"	Schooner	Keel	101.7	24.1	12.
JAVELIN . . .	E. D. Morgan . . .	"	Steamer	"	94.	10.17	4.75
JESSICA . . .	W. O. B. Macdonough . . .	"	Cutter	"	46.	10.6	10.6
KITTEN . . .	E. B. Clarke . . .	"	"	"	37.25	8.75	7.
LACKSMI . . .	W. Osborn . . .	"	Cat	"	29.10	13.6	3.6
LINTA . . .	Walter Lüttgen . . .	"	Screw Schr.	"	72.	14.	4.6
LOTOS . . .	Fred'k Roosevelt . . .	"	Steamer	"	42.	8.	4.6
MINEOLA . . .	August Belmont . . .	"	Cutter	"	45.83	13.83	10.42
MISCHIEF . .	Geo Work . . .	"	Sloop	C. B.	61.	19.10	5.8
MIGNON . . .	E. N. Dickerson . . .	"	"	"	21.10	8.8	1.10
MINERVA . . .	John Lee Carroll, Jr . . .	"	Cutter	Keel	39.87	10.6	9.
MIRANDA . . .	Geo. H. B. Hill . . .	"	Schooner	"	86.35	18.9	13.6
MOUSTIQUE .	R. L. La Montagne . . .	"	Cat	C. B.	19.	7.	1.

LIST OF YACHTS—Continued.

NAME.	OWNER.	PORT	RIG	KEEL OR C. B.	L. W. L.	BEAM	DFT.
NADINE .	Edwin M. Felt .	N. Y.	Cat	C. B.	19.	7.	1.
NONPAREILLE	H. A. Sanderson	"	Yawl	Keel	67.95	15.9	11.6
PEERLESS .	J. Murray Mitchell	"	Schooner	C. B.	62.	19.	6.2
PERI .	C. McK. Leoser	"	Sloop	"	36.10	14.2	5.3
PETREL .	W. C. Hall	"	"	Keel	28.6	8.	4.1
RAMONA .	Harry Gillig	"	Schooner	"	110.	25.7	12.2
SAPPHIRE .	A. L. Barber	"	Steamer	"	119.	19.4	9.
SAYONARA .	Bayard Thayer .	Boston	Cutter	"	45.75	12.5	10.5
SHONA .	Chas. H. Tweed	N. Y.	"	"	32.7	5.07	6.
SIBYL .	J. Berre King	"	Sloop	C. B.	35.	14.	5.
SPEEDWELL	Archibald Rogers	"	Steamer	Keel	41.	6.9	2.8
STRANGER .	Geo. H. Warren	Liverp'l	Cutter	"	66.	13.6	11.
SULTANA .	Trenor L. Park .	N. Y.	Bk. Aux. Str.	"	155.	27.5	14.5
THERA .	J. M. Woodbury	"	Lugger	"	24.	5.	2.
THETIS .	Paul E. Stevenson	"	Sloop	C. B.	64.	19.	8.9
TIOGA .	Seymour L. Husted	"	Schooner	Keel	54.	15.5	9.
TITANIA .	C. O. Iselin	"	Sloop	C. B.	69.	20.	8.
TOBOGGAN .	Geo. Work	"	"	"	23.4	10.	18.
TROPHY .	A. L. Barber	"	Steamer	Keel	90.	14.	4.6

LIST OF YACHTS—Continued.

NAME.	OWNER.	PORT	RIG	KEEL OR C. B.	L. W. I.	BEAM	DFT.
ULIDIA .	James Stillman .	N. Y.	Cutter	Keel	41.11	7.2	8.
UTOWANA .	Wm. West Durant .	"	3 Mstd. Schr.	"	156.	27.8	14.9
VISION .	James W. Pryor .	"	Schooner	C. B.	57.5	17.	6.6
VISION .	Alfred J. Weston .	"	Sloop	"	63.	20.2	6.1
WANDA .	James Stillman .	"	Steamer	Keel	127.	18.	10.2
WASP .	Archibald Rogers .	"	Cutter	"	45.6	13.92	10.8
WATER LILY	Fred'k Roosevelt .	"	Sloop	C. B.	27.1	10.1	1.6
WAVE CREST	E. N. Dickerson .	"	Schooner	Keel	84.3	23.	7.
WENONAH .	Willoughby Weston .	"	Cutter	"	60.	14.	10.
YAMPA .	Chester W. Chapin .	"	Schooner	"	110.	27.	13.7
ZENA .	J. W. Pryor .	"	Cutter	"	26.6	6.2	5.

CORINTHIAN YACHT CLUB OF N. Y.

ACTIVE MEMBERS.

	NAMES.	ADDRESSES.
9	ALLEY, A. BRYAN	484 Broadway.
65	BARBER, A. L.	1 Broadway.
98	BELMONT, PERRY	23 Nassau Street.
22	BELL, GEORGE	234 Broadway.
55	BELMONT, AUGUST	23 Nassau Street.
82	BELMONT, O. H. P.	23 Nassau Street.
40	BENJAMIN, S. G. W.	Century Club.
86	BIRD, O. W.	32 Fifth Avenue.
33	BOYCE, WM.	121 East 54th Street.
71	CARROLL, JOHN LEE,	24 Exchange Place.
41	CHAPIN, CHESTER W.	1 Broadway.
2	CLARKE, E. B.	23 Cliff Street.
44	CLARK, J. WILLIAM	Newark, N. J.
53	CLARK, CAMPBELL W.	Newark, N. J.
84	CORMACK, G. A.	62 Stone Street.
102	CORMACK, E. L.	62 Stone Street.
11	COTTON, J. LESLIE,	Knickerbocker Club.
101	CRAIGHEAD, H.	
93	CUTTING, J. BROCKHOLST	99 Madison Avenue.
24	DAVISON, CHAS. STEWART	56 Wall Street.
91	DAVIS, W. L.	World, Park Row.
69	DEJONGE, LOUIS JR.	71 Duane Street.
56	DICKERSON, E. N.	64 East 34th Street.

	NAMES.	ADDRESSES.
57	DIEDRICHSSEN, WM. GORDON	St. George, S. I.
64	DOUGLAS, WM. P.	234 Broadway.
32	DUNCAN, WM. BUTLER, JR.	Knickerbocker Club.
78	DURANT, WM. WEST	45 Broadway.
45	FAYE, J. J.	Union League Club.
66	FELT, EDWIN M.	74 Broadway.
39	GALLUP, ALBERT	58 William Street.
46	GARDNER, WM.	1 Broadway.
79	GILLIG, HARRY	611 5th Avenue.
85	GRAY, AUSTIN	80 Broad Street.
60	GREACEN, STANLEY	38 Park Row.
72	GREEN, R. S., JR.	Elizabeth, N. J.
81	GREENE, CLAY M.	Lambs Club.
49	GREENOUGH, J. F.	227 Equitable Build'g.
17	HAIGHT, J. HALSEY	2 East 15th Street.
94	HAYES, J. NOBLE	120 Broadway.
26	HALL, W. C.	18 Cortlandt Street.
28	HENDERSON, RICHARD	7 Bowling Green.
35	HILL, GEO. H. B.	13 West 57th Street.
51	HUSTED, SEYMOUR L. JR.	31 East 24th Street.
34	ISELIN, C. OLIVER	17 Madison Avenue.
37	ISELIN, W. E.	745 5th Avenue.
80	KELLY, EDWARD	45 Exchange Place.
99	KERSEY, F. MAITLAND	29 Broadway.
73	KENDALL, DANIEL R.	111 Broadway.
67	KING, J. BERRE	New Brighton, S. I.

	NAMES.	ADDRESSES.
47	LA MONTAGNE, R. L.	53 Beaver Street,
*5	LEE, C. S.	
29	LEOSER, C. MCK.	34 Beaver Street.
83	LÜTTGEN, WALTER	23 Nassau Street.
92	LUNING, JOHN N.	131 East 29th Street.
74	MACDONOUGH, W. O. B.	
70	MILEY, JNO. B.	62 Stone Street.
58	MILLEN, LORING REYNOLDS	16 Beaver Street.
36	MITCHELL, J. MURRAY	45 Wall Street.
15	MONROE AUGUSTIN	Beverwyck 27th St. W.
43	MOOREHAD, F. T.	Union Club.
21	MORGAN, E. D.	54 Exchange Place.
43	MURRAY, J. B.	60 Wall Street.
88	NORMAN HUGH K.	Newport, R. I.
97	OSBORN ROBERT	45 Beaver Street.
100	OSBORN, W.	" " "
10	PADELFORD, A.	62 Stone Street.
4	PADELFORD, E. M.	62 Stone Street.
54	PARK TRENOR L.	173 5th Avenue.
50	PATON, DAVID	10 Wall Street.
7	PLUMMER, WM. H.	53 Worth Street.
62	PHOENIX, LLOYD	21 East 33d Street.
13	POMEROY, SANFORD B.	329 Broadway.
8	PORTER, S. GRÖSVENOR	13 East 48th Street.
95	POSTLEY, C. A.	University Club.
89	PRINCE, C. A.	22 State St., Boston.
52	PRYOR, JAMES W.	41 Park Row.

*Deceased.

	NAMES.	ADDRESSES.
25	ROGERS, ARCHIBALD	340 Madison Avenue.
14	ROOSEVELT, FREDERICK	583 5th Avenue.
12	ROOSEVELT, N. L.	32 Pine Street.
38	ROOSEVELT, S. MONTGOMERY	62 Stone Street.
87	ROOSEVELT, W. O.	
76	SANDERSON, H. A.	22 State Street.
1	SCHUYLER, M. ROOSEVELT	62 Stone Street.
42	SHETHAR, E. H.	737 Broadway.
18	STEVENSON, C. A.	62 Stone Street.
63	STEVENSON, PAUL E.	9 East 67th Street.
*3	STEWART, W. A. W.	
68	STEWART, JNO. A. JR.	45 Wall Street.
16	STILLMAN, JAMES	22 William Street.
61	STOW, W. L.	74 Broadway.
20	SWEET, CHAS.	10 Old Sq., Lincoln's Inn, London.
77	THAYER, ARNOLD	89 Maiden Lane.
59	THAYER, BAYARD	Somerset Club, Boston
75	TROTTER, GEORGE	67 Madison Avenue.
19	TWEED, CHARLES H.	35 Wall Street.
30	WARREN, GEO. H.	Liverpool, England.
31	WARREN, SCHUYLER N.	1 East 30th Street.
27	WESTON, ALFRED J.	80 Broad Street.
23	WESTON, WILLOUGHBY	50 Exchange Place.
96	WINSLOW, EDWARD	17 Nassau Street.
6	WOODBURY, J. MCG.	120 5th Avenue.
90	WORK, GEORGE	13 Madison Sq., North

*Deceased.

Midshipmen :

FRANCIS GRAY STEWART,

WM. A. W. STEWART,

JAMES LEE,

CORNELIUS SMITH LEE.

Honorary Members:

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EDWARD BURGESS,

COM. HENRY ERBEN, U. S. N.

LIEUT. WM. HENN, R. N., "Galatea."

CAPT. THEO. F. KANE, U. S. N.

LIEUT. J. D. J. KELLY, U. S. N.

A. CARY SMITH,

LIEUT. J. C. SOLEY, U. S. N.

J. BEAVOR WEBB,

JOHN HYSLOP.

FLEET CAPTAIN'S REPORT
TO THE
ANNUAL MEETING.

MONDAY, MARCH 7th, 1892.

To the members of the C. Y. C. of N. Y.

In accordance with the Constitution and By-Laws, I present to the Meeting the following Report. Pursuant to the recommendations of my circular letter to the Club of January 1st, that efforts be made to bring about uniformity among the leading Clubs, upon certain matters of detail in Yacht Racing, letters have been addressed by the Secretary of the Club to the Secretaries of the leading Yacht Clubs of this City and Boston, transmitting copies of the Report and inviting correspondence from them on the points embraced therein. Such suggestions as might occur to them respecting the method by which the desired uniformity might be brought about, were invited.

In the meantime it is very gratifying to me to be able to say that independent steps looking

toward much the same general result have been instituted by the New York Yacht Club.

A note was received some little time since from the Chairman of the Committee on Measurement and Classification of that Club inviting this Club to send representatives to an informal meeting of Sailing and Measurement Committees to be held at the New York Yacht Club House on the evening of Monday, January 25th, to confer in matters of joint interest.

Pursuant to this invitation I designated Messrs. Eben B. Clarke, the Chairman, and Charles Stewart Davison, the Secretary of the Sailing Committee, to attend the meeting.

At that meeting there were present, in addition to Messrs. Hyslop and Willard of the New York Yacht Club, two representatives of the Atlantic Yacht Club (Messrs. Howell and Gielow), and three representatives of the Seawanhaka Yacht Club (Messrs. Kerr, Cary-Smith and Stevens). Mr. Scott, the Chairman of the Larchmont Yacht Club Regatta Committee, had also signified his intention of being present, but was unavoidably detained.

The meeting lasted some three hours, covering among the subjects of interest to the yachting

community: the present rule of measurement and the possibility of advantageous change therein; the attempt now being made to develop boats, in some respects of an abnormal type, by which to secure the greatest possible advantages under the restrictions of the present measurement; the question of the desirability of classifying boats for sailing purposes by the rule of measurement existent at any given time rather than by any one or more elements which may enter into it; and also other matters such as the adoption of an arbitrary phrase to indicate the result of the application of the present rule of measurement to boats; the advantages of permanent racing numbers and, so far as possible, the issuing each season of permanent certificates of measurement.

While the dicussion was entirely informal and intended in no wise to bind any of the Clubs represented to any action whatsoever, it is noteworthy that the opinions expressed were unanimously in favor of the adoption of the principle of classifying boats for sailing purposes by the rule of measurement existent at the given time.

An informal recommendation was coincided

in by all present that the Sailing Committees of the various Clubs should obtain authority from their respective organizations to attend similar meetings of representatives of the Sailing and Measurement Committees of the leading Clubs from time to time for the purpose of joint discussion and deliberation. So far as concerns this Club, I have on your behalf approved this suggestion and authorized its being carried into execution. I presume that the same request preferred by the Sailing and Measurement Committees of other Clubs will be acquiesced in by their respective Associations. With a view to furthering this desirable plan, I suggest the appointment for the coming year of the Sailing Committee as a Standing Committee for conference with other Clubs in relation to matters of joint interest.

It will certainly be a step in advance, if only a tending to supply a method of bringing about uniformity among the leading Clubs, that such meetings should occur as occasion offers, or when subjects of common interest are desired to be brought semi-officially to the notice of the yachting community at large.

From a communication in a recent number of

a sporting periodical I note that in two instances have leading Clubs unfortunately chosen the same dates for the Spring Regattas on the Sound. The Seawanhaka and New Rochelle have each selected Saturday July 2d; the Larchmont and American each selected another clashing date. No better proof could be given of the advisability of previous conference on these subjects by the Clubs.

I also notice with pleasure that at the Annual Meeting of the New York Yacht Club recently held, a recommendation was contained in the Report of the Committee on Measurement, etc., that the smaller classes of boats recognized by the Club (being presumably their classes of Sloops, Cutters and Yawls, Numbers 4, 5, 6 and 7, embracing all boats not over 61 feet L. W. L.) should be classified for racing purposes by Sailing Length.

In this connection it is to be noted that a little care in arranging class limits would prevent injustice falling upon the owner of any boat already afloat, thus meeting the always pertinent objection of damage to vested interest. As to the boats building for the coming season, careful inquiry in relation thereto has demonstrated as

a matter of fact that they would suffer no injury or injustice either among themselves, or as to other existing boats, by being classified upon their Sailing Lengths.

It is apparent that the reform in the rule of classification, of which this Club is a staunch advocate, stands at the moment substantially progressed, and that we may look forward to the prevailing of correct principle upon this question in the not distant future.

In the meantime a new and even more important question has been foreshadowed by the development of new and striking features in the designs placed in construction during the winter, a question which will within a very few years at most force itself upon the attention of all interested in the future of yacht designing and naval architects. I refer to the question of the rule of measurement itself (admirable though the present rule has proved itself in practice to be), and the advisability of its continuance, or of its modification, or possibly even of its radical change will have to be considered.

In relation thereto I would say that I am not prepared to suggest to the Club at the moment any modification or radical amendment thereof,

but on the contrary advocate the awaiting of the lesson of the coming year. In order to appreciate such lesson as may be taught by the new boats of the somewhat abnormal type now being developed since the success of the "Gloriana," we must keep one fact before us. Judging from the partial description and sheer plans (so far as made known) and our information from actual inspection while in process of construction, the new boats of 46, 35 and 21 feet L. W. L., now building at Boston and Bristol, would all probably gain approximately the same advantage (over the now prevailing type of boat) under a rule of measurement in which L. W. L. was the only factor, as they would under the present formula of the square root of sail area and L. W. L., and as they certainly would under a tonnage system (*i. e.* one embracing some cubical elements). In all probability also a pure sail area rule would not tend to prevent the abnormal development of the fin keel, lead lump and abbreviated water-line type which has so suddenly arisen. Clearly we must await the teachings of actual experience before recommending legislation in relation thereto, should these new boats, as is now currently thought, tend to develop an undesirable type.

Various suggestions, such as taxing overhang, have been mooted, but do not seem to meet the requirements of future possibilities.

One suggestion which has been somewhat discussed: "a tax upon draught," should I think be resisted most strenuously. Draught, while of use as supplying the element of lateral resistance, finds its main utility to-day in the possibilities afforded to lowering the centre of gravity of a boat of comfortable internal proportions for cruising. It is to be regarded as the great safety factor just as length is estimated to be the main speed factor in a boat. As such, a tax upon it would be a suicidal policy, producing in effect limitations on the unembarrassed use by naval architects of perhaps the most desirable element of all those which enter into designing.

In the meantime, in surveying the general prospects of yachting, intercommunication among our leading Yacht Clubs on all questions of mutual interest is now for the first time a practical fact. Initiated as it has been under the favorable auspices of the leading Yacht Club of America, it is an earnest of future improvement in many matters where reform is desirable.

One other subject which I desire to touch on concerns the question of the Master's Certificates provided for by our By-Laws. It has come to my knowledge that members of the Club have prepared themselves for examination by a Committee such as is provided for in the By-Laws, and are desirous of qualifying for their Certificates. With a view of affording them opportunity so to do I suggest the appointments of Captains Erben and Kane of the U. S. Navy upon such Committee with power to join with themselves a third officer in the U. S. Navy to constitute such Committee. Notice of the Committee's readiness to examine applicants can be forwarded to such members of the Club as may apply to the Secretary to be examined.

AUGUST BELMONT,

Fleet Captain.

ARTICLES OF ASSOCIATION.

ARTICLE I.

The undersigned hereby associate themselves together, with such other persons as may be or become associated with them as provided by these Articles and By-Laws under the name and style of the "CORINTHIAN YACHT CLUB OF NEW YORK."

ARTICLE II.

The objects of the Association hereby formed are to encourage and promote the interests of yachting in American waters and increase the knowledge of naval architecture and of navigation on the part of the members of the Association, and more particularly,

1st. To encourage and promote the study and knowledge of navigation and seamanship by the members of the Club.

2d. To encourage and promote the designing, management and handling of yachts by their owners.

3d. To institute from time to time series of careful experiments for the determining of all questions affecting allowances for size, model or rig, in order to insure a correct measure of comparison between yachts for racing purposes.

4th. To maintain a suitable and convenient basin and landing place for yachts on the shore of New York Bay.

BY-LAWS.

CHAPTER I.

OF THE OFFICERS, ETC.

SEC. 1. The officers shall be an Admiral, Fleet Captain, Secretary and Measurer.

SEC. 2. The officers shall be chosen at the annual meeting of the Association, or in the event of death or resignation, any vacancy may be filled at a special meeting called for the purpose. They shall continue in office until the next annual meeting, or until their successors are elected.

SEC. 3. A majority of all the votes cast shall be necessary to the election of an officer.

SEC. 4. At any time when the office of Admiral is vacant, all the privileges, rights and duties of that office devolve upon the Fleet Captain.

SEC. 5. The Admiral shall preside at all meetings of the Association and command the Club Fleet; he shall be (*ex-officio*) a member of all standing committees, and the Treasurer of

the Club. In his absence, the Fleet Captain, or, he also being absent, the Secretary shall preside at Club meetings, and in the absence of all three, the members present shall appoint a President *pro-tempore* from their own number. The Secretary shall be allowed to employ a clerk at a reasonable salary.

SEC. 6. There shall be five Trustees of the property of the Club, which shall be vested in them as such for the purposes of the Club and the benefit of its members. They shall be elected similarly to the Admiral, and shall hold their offices by a similar tenure.

SEC. 7. The Measurer shall measure all yachts and calculate their measurement as prescribed by the By-Laws and Sailing Regulations, and make a return of the same to the Admiral.

SEC. 8. The Association shall possess a common seal, which shall be engraved as follows: within an oval buckled ribbon white with red edges and bearing in red the letters C. Y. C. of N. Y. at the top, and the motto "Altissima petimus," at the foot; a red cross, bearing five and three white stars, the middle star counting

both ways, on a white field, in the upper dexter a red star. Above on a heraldic wreath red and white a red laurel wreath encircling the "Admiral's Flag."

CHAPTER II.

OF THE MEMBERS.

SEC. 1. The number of members is limited to one hundred, exclusive of honorary members, who must be unanimously elected at a general meeting.

SEC. 2. Candidates to fill vacancies must be proposed and seconded by two members in their own handwriting to the Secretary.

SEC. 3. Members shall be elected by a Committee on Admissions of five members, to be elected at the annual meeting of the Association with power to fill its own vacancies during the year, of which Committee three shall constitute a quorum and one negative vote shall exclude. All communications to the Secretary for such committee shall be confidential, and be destroyed by the Secretary after its meetings, which shall be held, when necessary, on the first Wednesday in every month.

CHAPTER III.

OF DUES.

SEC. 1. The annual dues shall be \$20, and the initiation fee of new members, to fill vacancies which may occur among the original members, shall be \$50.

The dues shall be payable in advance on the first of March in every year. Members elected after December 1st shall pay half dues only for the current year. The initiation fee and dues shall be paid within thirty days of written notice, or the membership shall be deemed declined.

SEC. 2. Failure to pay annual dues within thirty days shall suspend membership, and for ninety days shall cause membership to cease.

SEC. 3. Any member wishing to withdraw from the Association shall signify his intention, in writing to the Secretary before 1st of March in any year, otherwise he shall be liable to pay his annual dues for the succeeding year.

SEC. 4. Members intending to be absent from the United States for twelve months or more, and giving notice in writing to the Secretary,

thenceforth during such absence shall be exempt from the payment of yearly dues.

CHAPTER IV.

OF THE FLAG AND SIGNALS, ETC.

SEC. 1. The Club Pennant shall be a white field with a red cross (one-fifth in width of the hoist) bearing eight white stars six and three in fly and hoist respectively, the middle star counting both ways. Members holding the certificate as master shall bear a red star in the upper quarter next to the hoist.

SEC. 2. The Admiral's Flag shall be a rectangular broad pennant of similar design, bearing five and five stars with a red "foul anchor," in place of the red star, and having one and one-fifth inches of fly to each inch of hoist.

SEC. 3. The Fleet Captain's Flag shall be similar to the Admiral's Flag, but with the red star in place of the "foul anchor."

SEC. 4. All the above shall have a three eighth inch hoist for each foot from truck to water, and the Pennant one and one-half inches of fly to each inch of hoist.

SEC. 5. At night a Coston Signal showing red then white, followed by a red star and a white star shall be used.

CHAPTER V.

OF STANDING COMMITTEES.

SEC. 1. There shall be a standing committee on Seamanship and Navigation of five members including the Admiral, for the time being, who shall be Chairman.

SEC. 2. There shall be a standing committee on Naval Architecture and Measurement of five members, including the Measurer and the Admiral, (who shall be Chairman).

SEC. 3. There shall be a Sailing Committee of five members who shall arrange for the classing of yachts, time allowances, and all matters pertaining to races. The Secretary shall be *ex-officio* a member thereof.

SEC. 4. All committees shall be appointed by the Admiral.

CHAPTER VI.

OF UNIFORMS.

SEC. 1. The uniform of the Club, which shall

be plain and simple in detail, shall be established; and if necessity arise, modified from time to time; by a committee to consist of the officers and four members of the Club, to be appointed by the Admiral. The details thereof shall be published in the Club Annual.

CHAPTER VII.

OF THE CHAPLAIN AND SURGEON.

SEC. I. Prior to the annual cruise in each year, the Admiral may appoint an Honorary Chaplain and Honorary Fleet Surgeon respectively, who need not be members of the Club, and who shall accompany the Club on such cruise.

CHAPTER VIII.

OF YACHT OWNERS.

SEC. I. All yacht-owning members shall, within three months of becoming members of the Club deposit with the Secretary a model to a scale of three-eighths inch to one foot of each yacht owned by them, as also one or more photographs or other representations thereof, if practicable, when under sail. Also, full particulars, in writing, of time and place of building

and material alterations, builder's name, size, rig, measurement, private signals and other details for preservation and insertion in the Club Annual.

SEC. 2. All yacht-owning members are expected, within two years of their becoming such, to qualify for and obtain the Certificate as Master hereinafter provided for, and no yacht owner shall be appointed Fleet Captain who does not hold such certificate.

CHAPTER IX.

OF THE CLUB COURSE.

SEC. 1. The Sailing Committee shall select and locate suitable courses. The same shall be, as far as practicable, deep sea courses, and particularly ones not favoring any special model or rig of yacht.

CHAPTER X.

OF MEETINGS AND REPORTS.

SEC. 1. Each officer and standing committee shall make a report in writing to the annual meeting.

SEC. 2. The annual meeting shall be held on the first Monday in March in each year, and the "Annual" of the Club shall be issued and

distributed to the members by the 15th day of June in each year.

SEC. 3. Special meetings shall be called by the Admiral on his own motion or on written request of seven members, of such meetings one week's notice shall be given.

SEC. 4. Members shall furnish their addresses to the Secretary, who shall record the same in a book kept for that purpose. All notices required by the Articles of Association and By-Laws shall be deemed to have been delivered to a member when mailed to the address so recorded, or when left in the Club letter-box in default of an address.

SEC. 5. The Club, by a two-thirds vote of members present at any adjourned or second regular meeting at which the same shall have been considered, may suspend or expel or request the resignation of any member for cause, such case being conduct prejudicial to the objects and interests of the Club, a reasonable opportunity for explanation being afforded.

SEC. 6. Twelve members shall constitute a quorum at any meeting, and the presiding officer shall have a casting vote.

CHAPTER XI.

OF AMENDMENTS.

SEC. 1. No alteration of the Articles of Association shall be made unless the same be proposed by not less than five members, in writing, at a monthly meeting, posted conspicuously for at least twenty days in the Club House, and referred to a special committee for report at the next monthly meeting, and be adopted at a subsequent meeting by the votes of two-thirds of the members present. The Secretary shall notify members of the proposed amendment at least ten days before the meeting at which it shall be proposed.

SEC. 2. By-Laws, not inconsistent with the Articles of Association, may be adopted, altered or repealed, at any meeting; *provided*, the proposed by-law, alteration or repeal, shall have been proposed at a previous monthly meeting, and then posted conspicuously in the Club House, and shall be adopted by the votes of two-thirds of the members present.

CHAPTER XII.

RACES, ETC.

SEC. 1. The annual race shall be held at such convenient time between the 1st day of May and 1st day of October, as the Sailing Committee shall appoint: and suitable prizes shall be offered for such various classes and rigs of yachts and under such regulations as the Sailing Committee shall determine.

SEC. 2. There shall be no exclusion of any yacht, otherwise qualified, by reason of model or design, in any race under the Club auspices, nor any discrimination against or in favor of any model or design.

SEC. 3. There shall be no limitation as to sails to be used in any such race.

SEC. 4. The general racing rules of the Club shall be incorporated in the Club Annual, and subject to change in the same manner as these By-Laws.

CHAPTER XIII.

OF MASTER'S CERTIFICATES.

SEC. 1. The term, Master's Certificate, as

used in these By-Laws shall be held to refer to:

1st. A similar certificate to the yachting master's certificate now issued upon examination by the appropriate authority of the United Kingdom, if, and when provision for issuing the same shall be made by the appropriate authorities of the United States; or, 2d. The aforesaid English Yachting Master's Certificate; or, 3d. A certificate to be issued upon appropriate examination by an Examining Board of three persons skilled in navigation and seamanship, to be appointed by the Admiral, as occasion therefor may arise, no one of which shall be a member of the Club, and of which one at least shall be an officer of the United States Navy of a grade not lower than Lieutenant.

CHAPTER XIV.

HOUSE RULES.

SEC. 1. No property of the Association shall be taken from the Club House except by authority of an officer of the Club.

SEC. 2. A list of the members, officers and committees shall be kept posted up in the Club House, and such list shall be corrected under

the direction of the Secretary, from time to time as changes occur.

SEC. 3. Any property of the Club, lost or injured by a member, shall be charged to him.

SAILING REGULATIONS.

I. MANAGEMENT OF RACES.

All races, and yachts sailing therein, shall be under the direction of the Sailing Committee of the Club. All matters shall be subject to their approval and control; and all doubts, questions, and disputes which may arise shall be subject to their decision. Their decisions shall be based upon these rules so far as they will apply; but as no rules can be devised capable of meeting every incident and accident of sailing, the Sailing Committee should keep in view the ordinary customs of the sea, and discourage all attempts to win a race by other means than fair sailing and superior speed and skill. The decisions of the Committee shall be final.

Special rules to govern particular races may be instituted and promulgated by the Sailing Committee from time to time in its discretion as occasion may arise.

2. POSTPONEMENT.

The Sailing Committee shall have power to postpone any race from day to day, should un-

favorable weather render such a course desirable.

3. CLASSIFICATION.

Yachts shall be divided into classes, according to their sailing length, as follows :

SCHOONERS.

1st Class—All over 80 ft., sailing length.

2d Class—All under 80 ft., sailing length.

SLOOPS.

1st Class—All over 60 ft., sailing length.

2d Class—All over 50 ft., and not over 60 ft., sailing length.

3d Class—All over 40 ft., and not over 50 ft., sailing length.

4th Class—All over 30 ft., and not over 40 ft., sailing length.

5th Class—All over 25 ft., and not over 30 ft., sailing length.

6th Class—All over 20 ft., and not over 25 ft., sailing length.

7th Class—All under 20 ft., sailing length.

Any yacht may enter a race in a higher class than that in which she belongs by assuming the minimum measurement of the class entered.

In mixed races, schooners and yawls may enter at one-third and one-quarter less than their actual measurement respectively, but shall not be classified by this reduced rating.

4. MEASUREMENT AND ALLOWANCES.

Yachts shall be rated for time allowance according to the following measurement: To the square-root of the sail-area add the water-line length, and divide by two :—

$$\frac{\sqrt{S} + L}{2}$$

These measurements shall be obtained as follows :

A base line is to be taken from a point midway between the jib topsail stay and the jib stay on bowsprit or flying jibstay on jibboom, in a straight line to the end of the main boom, with the excess of the length of the gaff, measured from the after-side of mast to end; over 80 % of the topmast measured from hounds to lower side of sheave of topsail halyard block. Any excess in the length of spinnaker boom beyond the distance between the forward point of measurement and the foreside of mainmast (foreside of foremast in schooners), to be added to the base line.

For Yawls, the Base Line to be taken from the same point to the end of the mizzen-boom.

A Perpendicular to be taken along the after-side of the mainmast from the underside of the gaff-topsail block or sheave on top-mast, to the upper side of boom when the latter is resting on the saddle, the distance of such point from the main-deck or house-deck, to be recorded by the Measurer, together with all other points used in measurements.

To obtain the estimated Sail-area from these figures, multiply the base by the perpendicular and divide by two.

The Length shall be measured from the forward side of stem at the water line, to the end of the water-line at stern wherever found exclusive of any part of the rudder or rudder-post. This measurement shall be taken when the yacht is afloat and in her ordinary trim, and with the crew (if aboard) stationed amidships.

Allowance shall be figured according to the table adopted by the Club.

5. OWNERSHIP.

Each yacht entered for a race must be the *bona fide* property of the person or persons in

whose names she is entered, who must be a member or members of a recognized yacht club; and no member shall be interested in more than one yacht competing for the same prize.

6. ENTRIES.

Entries shall be made in writing (or, in case of necessity, by telegraph), and delivered to the Secretary of the Club before two o'clock, P. M., of the day previous to the race.

No yacht enrolled in this Club shall be entered for a regatta unless her ownership, rig and official measurement are on record with the Secretary; but the Sailing Committee may, in their discretion, allow yachts of other clubs to enter without this formality.

7. RACES RESAILED.

Should any yacht duly entered for a race not start, or, having started, should she give up, or be disabled during the race, such yacht shall, in event of the race being resailed, be entitled to start; but no new entry shall be received under any circumstances whatever for a postponed race.

8. DISTINGUISHING FLAGS.

Each yacht must carry her private signal at the main peak, unless distinguishing numbers are furnished by the Club, in which case such numbers must be permanently displayed in a conspicuous place.

9. INSTRUCTIONS.

Each yacht entered for a race shall, at the time of entry, or as soon after as possible, be supplied with written or printed instructions as to the conditions of the race, the course to be sailed, marks, etc. Nothing shall be considered as a mark in the course unless especially named in these instructions.

10. SAILS.

There shall be no restrictions as to sails, or the manner of setting or working them.

11. BOATS, ETC.

During a race, every yacht over seventy feet on load water-line shall carry a serviceable boat not less than twelve feet in length. Every yacht measuring less than seventy feet, and more than forty-five feet, shall carry a serviceable boat not

less than ten feet in length. These boats shall not be carried below deck, and must have oars lashed in them ready for immediate use. Each yacht shall also carry two serviceable life-buoys, ready for immediate use, within reach of the helmsman.

12. CREW.

Crews are limited to one man for each full six feet of sailing length, and one for any fractional excess. Of the crew not more than one-half may be professionals, and the helmsman must be amateur. The judgment of the Sailing Committee shall be final in regard to the definition of amateur.

13. FITTINGS AND BALLAST.

No water shall be started from, or taken into, the tanks, after the signal to start has been made. No more than the usual anchors and chains shall be carried during the race, and these must not be used as shifting ballast, or for altering the trim of the yacht. After starting, ballast shall not be shifted or trimmed in any way whatever during a race. No ballast shall be shipped or unshipped after nine P. M. of the day previous to

the race. A race resailed shall, so far as this rule is concerned, be considered a new race.

14. STARTING.

All starts shall be flying.

Preliminary: ten minutes before the start a whistle should be blown and the Club Flag shown, after which competing boats shall be amenable to the rules. Starting signal, at the expiration of ten minutes the Club Flag shall be lowered, and a second whistle shall be the starting signal. Should there be any difficulty in making the signals with the whistle, the raising and lowering of the Club Flag shall be considered the signals.

Timing at the start, no allowance shall be made for delay in starting. In starting if any boat or any portion of her hull or spars, be on or across the line before the signal for starting is made she must return and recross the line. A boat returning or working into position from the wrong side of the line after the signal for start has been made, must keep clear of all competitors.

15. ANCHORING.

Yachts may anchor during a race without for-

feiting claim to a prize, but must weigh again on starting. No yacht shall, during a race, make fast to any buoy, stage, pier, or other object, or send an anchor out to a boat, except for the purpose of Rule 22.

16. SOUNDING.

Nothing but a hand lead and line shall be used for sounding during a race.

17. MEETING.

When two yachts are approaching one another, so as to involve risk of collision, one of them shall keep out of the way of the other as follows:

A yacht which is running free shall keep out of the way of a yacht which is close-hauled.

A yacht which is close-hauled on the port tack shall keep out of the way of a yacht which is close-hauled on the starboard tack, but in case a yacht close-hauled, tacks in proximity to another yacht she must have filled away on her new course before she becomes entitled to the privileges of a yacht on the starboard tack or of a yacht being overtaken.

When both are running free with the wind on different sides, the yacht which has the wind on the port side shall keep out of the way of the other.

When both are running free with the wind on the same side, the yacht which is to windward shall keep out of the way of the yacht which is to leeward.

A yacht which has the wind aft shall keep out of the way of the other yacht.

18. ROUNDING AND OVERTAKING AT MARKS.

When rounding any buoy or vessel used to mark out the course, if two yachts are not clear of each other at the time the leading yacht is close to, and actually rounding the mark, the outside yacht must give the other room to pass clear of the mark, whether it be the lee or weather yacht which is in danger of fouling it. No yacht shall be considered clear of another unless she is so much ahead as to give the other a free choice on which side she will pass. An overtaking yacht shall not, however, be justified in attempting to establish an overlap, and thus force a passage between the leading yacht and the mark, after the latter yacht has altered her helm for the purpose of rounding.

19. OBSTRUCTIONS TO SEA ROOM.

When passing a pier, rock, vessel or other obstructions to sea room, should yachts not be

clear of each other, the outside yacht or yachts must give room to the yacht in danger of fouling such obstruction, whether she be the weather or the leeward yacht; provided, always, that an overlap has been established before an obstruction is actually reached.

20. LUFFING AND BEARING AWAY.

A yacht overtaking another shall keep out of the way of the overtaken yacht. A yacht may luff as she pleases to prevent another yacht passing to windward, but must not bear away out of her course to hinder the other passing to leeward; the lee side to be considered that on which the leading yacht of the two carries her main-boom. The overtaking vessel, if to leeward, must not luff until she has drawn clear ahead of the yacht she has overtaken.

21. CLOSE-HAULED APPROACHING SHORE.

If two yachts are standing towards a shore or shoal, or towards any buoy, boat, or vessel, and the yacht to leeward is likely to run aground, or foul of such buoy, boat, or vessel (a mark excepted), and is not able to tack without coming into collision with the yacht to windward, the

latter shall at once tack, on being hailed to do so by the owner of the leeward yacht, or the person acting as his representative, who shall be bound to see that his own vessel tacks at the same time.

22. RUNNING AGROUND, ETC.

Any yacht running on shore, or foul of a buoy, vessel, or other obstruction, may use her own anchors, boats, warps, etc., to get off, but may not receive any assistance except from the crew of the vessel fouled. Any anchor, boat or warp used must be taken on board again before she continues the race.

23. FOULING.

Each yacht must go fairly round the course, and must not touch any buoy, boat or vessel used to mark it out, but shall not be disqualified if wrongfully compelled to do so by another yacht. Any yacht causing a mark vessel to in any way shift her position to avoid being fouled by such yacht, shall be disqualified. If a yacht, in consequence of her neglect of any of these rules, shall foul another yacht, or compel other yachts to foul, she shall forfeit all claim to a prize.

24. MEANS OF PROPULSION.

No means of propulsion except sails shall be allowed.

25. SIDE LIGHTS.

All yachts, sailing in a race at night shall observe the instructions of the Secretary of the Treasury as to the carrying of side lights.

26. MAN OVERBOARD.

In case of a man falling overboard from a competing yacht, all yachts, in a position to do so, shall use their utmost endeavours to render assistance ; and if it should appear that any yacht was thereby prevented winning the race, the Committee shall have power to order it re-sailed between any yacht or yachts so prevented and the actual winner.

27. PROTESTS.

Any yacht, having cause for complaint, must show an ensign conspicuously in the main rigging at once, and keep it flying until she has finished the race, or until replied to by the Committee. The protest shall be made in writing, within twenty-four hours after the arrival of the

protesting yacht (Sundays and holidays excepted), and no written protest shall be withdrawn. It shall be heard by the Sailing Committee, and decided after such inquiries as they may consider necessary. They shall also, without a protest, disqualify any yacht, should it come to their knowledge that she has committed a breach of the rules.

28. REMOVAL OF MARK BOAT.

Should any flag, vessel or other mark be removed from its proper position, either by accident or design, the race shall be resailed or not, at the discretion of the Sailing Committee.

29. DISQUALIFICATION.

Any yacht disobeying or infringing any of these rules shall be disqualified from receiving any prize she would otherwise have won.

30. PENALTIES.

Should a flagrant breach or infringement of these rules be proved against the owner of any yacht, he may be disqualified by the Club, for such time as they may think fit, from sailing his yacht in any race of the Club.

31. CRUISING TRIM.

When yachts are ordered to sail in cruising trim, the following rules are to be strictly observed :

1. No doors, tables, cabin skylights, or other cabin or deck fittings (davits excepted) shall be removed from their places before or during a race.

2. No sails or other gear shall be put into the main cabin in yachts exceeding forty-five feet L. W. L.

3. Anchors and chains suitable to the size of the yacht shall be carried, one anchor at the usual place on the bow, which anchor shall not be unshackled from the chain before or during the race.

32. AMENDMENT.

These rules may be amended at any regular or special meeting of the Club, in the notice of which the proposed amendment shall have been stated in full.

UNIFORM.

COAT.—Double-breasted jacket of blue material, with four Club buttons on each side in front, three on each side to show, and one on each side to be under the collar. Two buttons on each cuff.

VEST.—Of blue or white material.

TROUSERS.—Of blue or white material.

CAP.—Of navy blue cloth, three inches high, the band to be of black mohair braid one inch and a half in width; crescent shape sloping cloth covered visor two inches wide at the widest part, black mohair braid three quarters inches wide to be placed on top of the outer edge of the visor.

The visor to be set at an angle of forty-five degrees, with black Club buttons on each side, the strap in front to be of black cord of the same pattern as that in use in the U. S. Navy.

SLEEVE ORNAMENTS.—To be of black silk braid one quarter of an inch in width.

ADMIRAL.—To wear three stripes placed one quarter of an inch apart, the upper stripe to con-

tain an oval loop on the outside of the sleeve one inch and a half in length and one inch in width inside measurement.

CAPTAINS AND SECRETARY.—To wear two stripes arranged in like manner.

MEMBERS.—To wear one stripe only.

CAP ORNAMENTS.

ADMIRAL.—On a perpendicular anchor, two gold circles, enclosing embroidered admiral's flag on black velvet background.

CAPTAINS AND MEMBERS.—The same with embroidered Club flag on black velvet background.

SAILING MASTERS.—The dress shall be a single-breasted jacket of blue material, with four gilt buttons in front, and one on each sleeve.

WAISTCOAT AND TROUSERS.—Of same material as jacket.

CAP.—Of navy blue cloth, three inches high, the top to flare outward one quarter of an inch all around, the band to be of black mohair braid one inch and a half in width; crescent shape sloping visor of black leather two inches at the

widest part set at an angle of forty-five degrees. Black leather strap, three-eighths inches wide, fastened with gilt Club button.

CAP ORNAMENT.—Within a gold heraldic wreath a gold anchor, placed perpendicularly.

MATES.—Same as Sailing Masters, but with silver anchor in cap ornament.

QUARTERMASTERS.—Blue guernsey or flannel shirt with name in red. Trowsers of blue flannel or cloth; or shirt and trousers of white duck. Sleeve ornament, on the right sleeve in front and two inches above the elbow, a double carrick bend in which braid one-eighth of an inch in width. The loop to be uppermost one inch and three-eighths inside measurement. Cap of blue cloth, with band, without visor.

CREW.—Same as Quartermaster's without sleeve ornament.

TIME ALLOWANCE.

TIME ALLOWANCE FOR ONE NAUTICAL MILE,
IN SECONDS AND DECIMALS.

Measurement.	Allowance.	Measurement.	Allowance.	Measurement.	Allowance.	Measurement.	Allowance.
120	.00	108½	9.76	97	21.24	85½	34.95
119½	.40	108	10.23	96½	21.78	85	35.61
119	.80	107½	10.70	96	22.33	84½	36.27
118½	1.20	107	11.17	95½	22.88	84	36.94
118	1.60	106½	11.64	95	23.44	83½	37.62
117½	2.00	106	12.12	94½	24.00	83	38.30
117	2.41	105½	12.59	94	24.57	82½	38.99
116½	2.82	105	13.07	93½	25.14	82	39.68
116	3.24	104½	13.55	93	25.72	81½	40.38
115½	3.65	104	14.04	92½	26.30	81	41.09
115	4.07	103½	14.53	92	26.89	80½	41.81
114½	4.49	103	15.02	91½	27.48	80	42.53
114	4.91	102½	15.52	91	28.07	79½	43.26
113½	5.33	102	16.02	90½	28.67	79	43.99
113	5.76	101½	16.52	90	29.28	78½	44.73
112½	6.19	101	17.03	89½	29.89	78	45.48
112	6.63	100½	17.54	89	30.50	77½	46.24
111½	7.07	100	18.06	88½	31.12	77	47.00
111	7.50	99½	18.58	88	31.74	76½	47.77
110½	7.94	99	19.10	87½	32.37	76	48.54
110	8.39	98½	19.63	87	33.01	75½	49.33
109½	8.84	98	20.16	86½	33.65	75	50.12
109	9.30	97½	20.70	86	34.30	74½	50.93

TIME ALLOWANCE FOR ONE NAUTICAL MILE,
IN SECONDS AND DECIMALS.

Measurement.	Allowance.	Measurement.	Allowance.	Measurement.	Allowance.	Measurement.	Allowance.
74	51.74	62½	72.97	51½	99.61	40½	136.50
73½	52.56	62	74.02	51	101.02	40	138.52
73	53.38	61½	75.09	50½	102.45	39½	140.58
72½	54.22	61	76.17	50	103.91	39	142.68
72	55.06	60½	77.27	49½	105.39	38½	144.82
71½	55.92	60	78.38	49	106.89	38	147.00
71	56.78	59½	79.50	48½	108.41	37½	149.23
70½	57.65	59	80.63	48	109.96	37	151.51
70	58.53	58½	81.78	47½	111.53	36½	153.84
69½	59.42	58	82.95	47	113.13	36	156.22
69	60.32	57½	84.14	46½	114.75	35½	158.65
68½	61.23	57	85.34	46	116.40	35	161.13
68	62.14	56½	86.55	45½	118.07	34½	163.66
67½	63.07	56	87.77	45	119.77	34	166.25
67	64.01	55½	89.01	44½	121.50	33½	168.90
66½	64.96	55	90.27	44	123.26	33	171.60
66	65.92	54½	91.55	43½	125.05	32½	174.36
65½	66.89	54	92.85	43	126.88	32	177.20
65	67.88	53½	94.17	42½	128.74	31½	180.10
64½	68.87	53	95.50	42	130.63	31	183.07
64	69.87	52½	96.85	41½	132.55	30½	186.11
63½	70.89	52	98.22	41	134.51	30	189.23
63	71.92						



AIDA



WM. P. DOUGLAS.

ALERT



JOHN N. LUNING.

AMELIA VICTORIA



WALTER LUTTGEN

BEDOUIIN



ARCHIBALD ROGERS

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J. F. GREENOUGH

CARO



WM. BOYCE

CIRCE



S. G. PORTER.

CLARA



ROBERT OSBORN

CONSTELLATION



BAYARD THAYER.

CRUISER



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DELVYN



M. ROOSEVELT SCHUYLER

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E. M. PADEFORD
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STANLEY GREACEN

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LAKSHMI



C. MCK. LOESER

LINTA



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A. BELMONT.

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MINERVA



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MIRANDA



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NADINE.



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HAROLD SANDERSON

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PERI



C. MCK. LOESER.

PETREL



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RAMONA



HARRY M. GILLIG.

SAPPHIRE



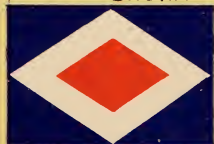
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SAYONARA



BAYARD THAYER.

SHONA



C. H. TWEED

SIBYL



J. BERRE KING

SPEEDWELL



ARCHIBALD ROGERS

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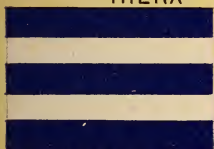
GEO. H. WARREN

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THERA



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TIOGA



SEYMOUR L. HUSTED, JR.

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VISION



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VISION



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WENONAH



WILLOUGHBY WESTON.

YAMPA

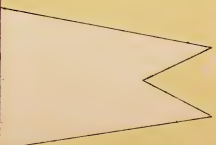


CHESTER W. CHAPIN

ZENA



JAMES W. PRYOR



NON-YACHT OWNERS FLAGS.



S.G.W. BENJAMIN



J.J. FAYE



J. LESLIE COTTON



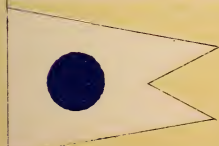
CLAY M. GREENE.



C. STEWART DAVISON



W.E. ISELIN



LOUIS DEJONGE, JR.



DANIEL R. KENDALL.

NON-YACHT OWNERS FLAGS.



A. MONROE



S. MONTGOMERY ROOSEVELT.



S. B. POMEROY



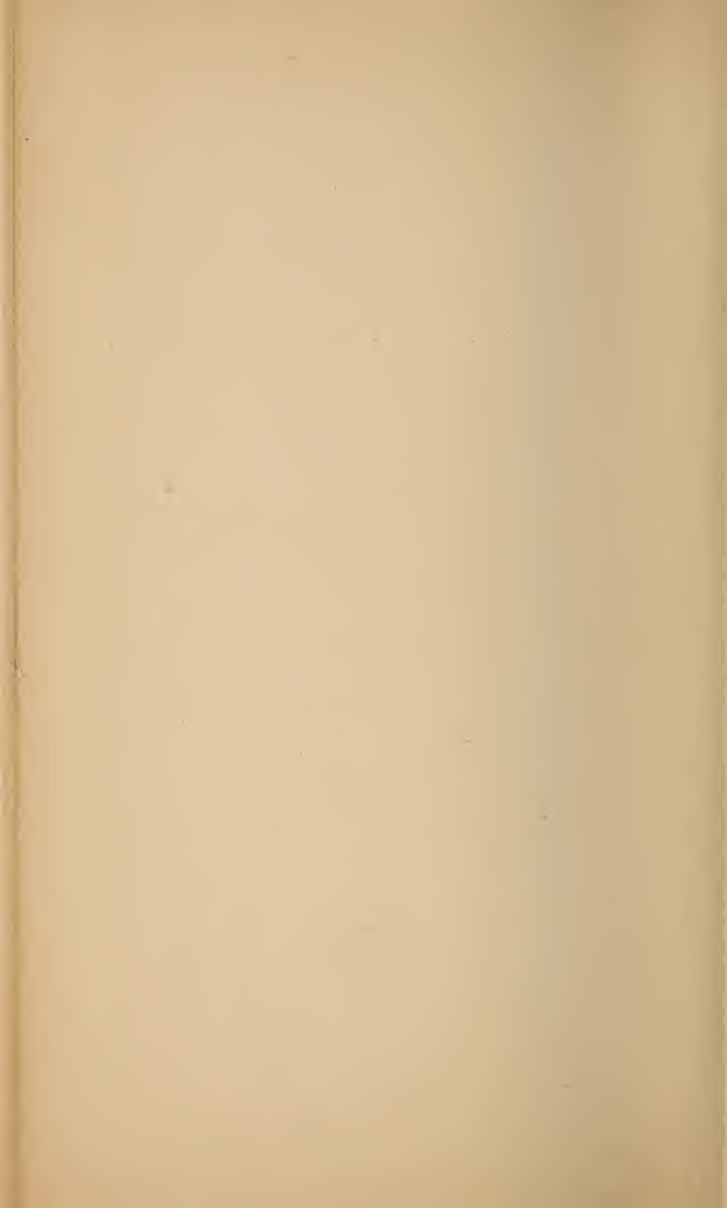
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